

## CENTRAL INTELLIGENCE AGENCY

## INFORMATION REPORT

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(FOR KEY SEE REVERSE)

Buekkábrány - Sály - Pusztamocsolyás - Buekkszentkereszt.

1. The number of this road is not known. It was a very inferior third-class macadam road before the war but has been rebuilt into a second-class road.
2. The road is open to all traffic from Buekkábrány to Sály. (Buekkábrány was until 1948 called Alsóábrány.) From Sály a new though narrow road in good condition leads to Pusztamocsolyás.
3. The road from Pusztamocsolyás to Buekkszentkereszt existed before the war but was then only a dirt track. It has now been made into a second-class road.
4. Since the Russians have built a munitions depot in the mountains between Kacsferdö - Pusztamocsolyás - Sály and Borsodgeszt, this road has gained in importance. It also serves as an emergency road from Lillafüred.
5. About 2 km. west from Pusztamocsolyás lies a partisan camp where every three months, 120 young men and girls undergo a training course in mountain fighting.

Budakalász - Pomáz - Csikóváralfa - Kiskovácsi - Pilisszentkereszt - Dobogókő (Road No. 111) - Dobogókő - Pilisszentlélek - Esztergom (Road No. 112)

6. Between Pilisszentkereszt and Dobogókő, Soviet troops and heavy antiaircraft units are stationed. Special repair brigades have therefore remained since the widening and rebuilding of this road, to attend immediately to any repairs that may become necessary. Together, both roads are about 40 km. long.

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7. Of road No. 112, only some stretches in the mountains are 6 m. wide; the major portion of the road is 8 m. wide.
8. On both sides of Pilisszentlélek, Soviet artillery is stationed. In the triangle Pilisvoeroesvár, Csobánka, Pilisszentkereszt, large new Soviet ammunition dumps have been built. At Pilisvoeroesvár, Hungarian light and heavy artillery is stationed.
9. The road Budakalász - Pilisborosjenoe has also been repaired and to the west of Pilisborosjenoe, Soviet antiaircraft troops are stationed.
10. A new road is in process of construction through the mountains from Pilisborosjenoe to Csobánka. Military road engineers are in charge of this work employing military forced-labor units.

Sátoraljaújhely - Nagy Homok Tanya

11. There is a good 18-km.-long macadam surface road between these two places. It is only 6 m. wide but kept in good repair, because around Nagy Homok Tanya and Bodroghalom, Soviet military buildings have been erected.
12. It is said that there is also a Soviet military radio and Morse telegraph school in this area.

Hatvan - Loerinci - Selyp - Zagyvaszántó - Apc - Jobbágyi - Szurdokpüspöki - Pásztó - Hasznos - Tar - Mátraverebély - Nagybátony - Kisterenye - Zagyvápálfalva - Salgótarján - Somoskőújfalu - Frontier (Road No. 21)

13. This road was first mentioned in a report by the Ministry of War to the Ministry of Communications ordering them to repair and, where necessary, to rebuild this strategically important road.
14. The Ministry of Communications replied at the time that the widening of this road was a very difficult job in the region of the Mátra mountains. The Ministry of War then agreed that some parts of the road remain at the width of 5.50 meters but that permanent partisan guards were to be placed at these points to divert civilian traffic. This ruling has never been implemented, and the road has remained open for all traffic.
15. Latest reports state that the road is in good repair, and only the first section of the road from Hatvan - Apc is in a bad condition. Repair squads are, however, at work and were to finish the repairs by the end of June 1954.
16. The Ministry of War has asked for a by-pass to be built around Salgótarján for both traffic and security reasons. The work was started in 1953, but no reports of its completion have so far been received.
17. An additional by-pass has been requested to be built around Jobbágyi. Owing to the heavy traffic to and from Mátravidéki Erőmű, the electric power station of Mátravidék near Loerinci, this road has to be a first class road.

Szob - Ipolydamásd - Lillioompusztá - Letkés - Ipolytölgyes - Nagyboerzsoeny - István Major - Vámosmikola - Pérocsény - Bernecebaráti - Parassappusztá - MONT - Ipolyság (Road No. 121)

18. In spite of the repairs carried out in 1951, this road is in a bad condition. It has therefore been decided by the Ministry of Transport to rebuild and widen this road. Work was scheduled to begin early in July 1954.

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Vác - Kosd

19. The number of this road is not given. The road is reported to be in good condition, having been widened to 8 m. and lengthened by 4.5 km.
20. 4 km. from Kosd is a cartridge factory (built 50/51) and traffic on the road north east of Kosd is only allowed to pass if proof of official business at the factory can be given.

Szolnok - Szajol

21. Because of repeated flooding, a section of this road had to be rebuilt on new ground.
22. While the whole road is about 10.5 km. long, the newly built sector is only 6.2 km.

Annex: Road construction in Hungary (1 page)



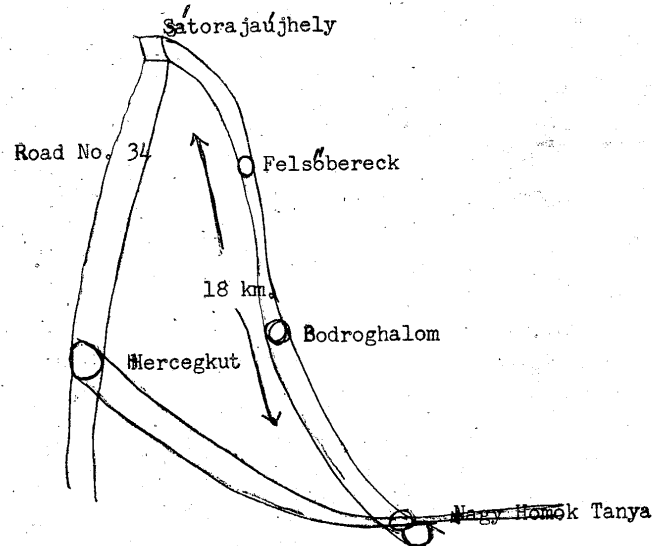
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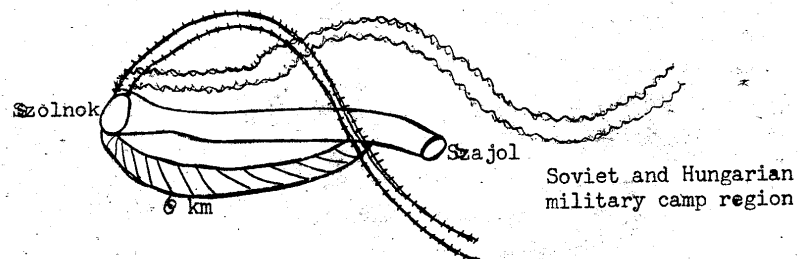
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Road Construction in Hungary





Thumbnail sketch



Thumbnail sketch



Legend:

-  Old road
-  Railway
-  New road
-  River Tisza

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